

UNCLASSIFIED//

PTTUZYUW RULSBMS 1762057-UUUU--RHMCSUU.

ZNR UUUUU

P 252057Z JUN 10 ZYB

FM NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA//970// TO COMNAVSURFLANT  
NORFOLK//VA//N00/N41/N43// COMNAVSURFOR SAN DIEGO CA//N00/N41/N43// INFO  
COMNAVSEASYS COM WASHINGTON

DC//05Z/05Z4/05D/05D5/04L1/04P/04RM/04XQ/04Y/21/21FT/21D/PMS400F//PEO SHIPS  
WASHINGTON DC/PMS400D/PMS501// CNO WASHINGTON DC/N4/N43/N45/N8/N86  
COMUSFLTFORCOM NORFOLK VA/N4/N43/N41 COMPACFLT PEARL HARBOR HI/N4/N43/N41  
CENNAENGINEERING NORFOLK VA/N7/ PRESINSURV NORFOLK VA/00 COMNAVSAFECEN NORFOLK  
VA/30/ SUPSHIP BATH ME/100/151/200 SUPSHIP GULF COAST MS//100/117/151/154/200 SUPSHIP  
NEWPORT NEWS VA//100/151/152/159/200 NAVIMFAC PACNORWEST DET EVERETT WA//100  
NAVSHIPYD AND IMF PEARL HARBOR HI/100/200/300/500/1200// NAVSHIPYD AND IMF PUGET SOUND  
DET BOSTON MA//280// NAVSHIPYD AND IMF PUGET SOUND DET SAN DIEGO CA//200// NAVSHIPYD  
AND IMF PUGET SOUND WA//100/200/300/500/1200 NAVSHIPYD NORFOLK  
VA//100/200/300/500/1200/ COMRMC NORFOLK VA/100// SHIPSUPPACT DET  
BAHRAIN//200/300/900// SHIPSUPPACT DET NAPLES IT//200/300/900// SHIPSUPPACT NORFOLK  
VA/200/300/900 NAVSHIPREPFAC AND JAPAN RMC DET SASEBO JA//200// NAVSHIPREPFAC AND JAPAN  
RMC YOKOSUKA JA//200// SOUTH CENTRAL RMC INGLESIDE TX/200/300/900 SOUTHEAST RMC  
MAYPORT FL//200/300/900// SOUTHWEST RMC SAN DIEGO CA COMNAVSUPSYSCOM MECHANICSBURG  
PA//00/04// NAVICP MECHANICSBURG PA//83/85/87 NAVSEALOGCEN MECHANICSBURG  
PA//054/PDREP// COMCGRON SAN DIEGO CA//N43// COMDDGRON COMLCSSRON SAN DIEGO  
CA//N43// COMFFGRON MAYPORT FL//N43// COMSC WASHINGTON  
DC//N00/N01/PM1/PM2/PM3/N4/N3/N7//

COMDT COGARD WASHINGTON DC//CG-00/CG-9/CG-4// NSSA NORFOLK VA BT UNCLAS SECINFO/-/-//  
MSGID/GENADMIN, USMTF,2008/NSWCCD-SSSES// SUBJ/IN SERVICE ENGINEERING (ISE) ADVISORY NO.  
019-10, SURFACE COMBATANTS D LINK PMS//

POC: R. SALO/CIV/202 781 4165/UNIT:NAVSEA/05Z /NAME:WASHINGTON,  
DC/EMAIL:RICHARD.SALO@NAVY.MIL// GENTEXT/REMARKS/THE FOLLOWING PROVIDES CLARIFICATION  
AND GUIDANCE IN RESPONSE TO FAILED ANCHORING DEMONSTRATIONS DURING INSURV TRIALS ON  
SEVERAL SURFACE COMBATANTS. NAVSEA IS REASSESSING THE EXISTING DETACHABLE LINK  
MAINTENANCE REQUIREMENT AND PLANS TO PROVIDE AN UPDATE AT THE NEXT FORCE REVISION IN  
OCT 2010. IN THE MEANTIME, NAVSEA WANTS TO EMPHASIZE THE IMPORTANCE OF CONDUCTING THE  
EXISTING PMS CHECK PROPERLY AND IN A TIMELY MANNER PER ESTABLISHED PERIODICITY  
REQUIREMENTS. UNTIL THE PMS IS REVISED, THE FOLLOWING GUIDANCE WILL ASSIST WITH  
PERFORMING INSPECTIONS AND ESTABLISHING ACCEPTANCE, REJECTION AND DFS SUBMISSION  
CRITERIA.

1. CARD 30 9HEV N, PERIODICITY CODE: R 3. THIS SITUATIONAL MRC IS CURRENTLY REQUIRED PRIOR  
TO GETTING UNDERWAY FROM ANCHORAGE. IN ADDITION FOR THE DURATION OF THIS ADVISORY THIS  
MRC SHALL BE APPLIED WHENEVER THE CHAIN IS MOVED, BUT NO MORE THAN ONCE EVERY 30 DAYS.  
THE CHECKS APPLY TO ALL DETACHABLE LINKS VISIBLE PRIOR TO MOVEMENT, DURING RECOVERY AND

WHEN LETTING OUT IF BEING DONE IN A CONTROLLED AND SAFE MANNER. THIS CHECK IS NOT REQUIRED WHEN DROPPING ANCHOR. IT IS ESPECIALLY IMPORTANT TO APPLY THIS CARD TO THE FIRST FOUR SHOTS OF CHAIN

BECAUSE THESE SEGMENTS ARE MOST FREQUENTLY EXPOSED TO SEAWATER DURING CHAIN MOVEMENT. STEP 1.C OF CARD 30 9HEV N INSTRUCTS SHIPS FORCE TO ENSURE THE DETACHABLE LINKS LOCKING PLUGS ARE TIGHTLY SEATED. IF THE PLUGS ARE FOUND TO BE MISSING OR NOT TIGHTLY SEATED, SHIPS FORCE SHALL IMMEDIATELY ENSURE THE TAPERED PIN IS TIGHTLY FITTED AND REPLACE THE PLUGS. STEP 1.E INSTRUCTS SHIPS FORCE TO ENSURE THE DETACHABLE LINKS IN THE OUTBOARD SWIVEL SHOTS ARE FITTED WITH HAIRPIN/LOCKING WIRE. ANY HAIRPIN/LOCKING WIRE FOUND TO BE MISSING SHALL BE IMMEDIATELY REPLACED.

2. CARD 30 9HEV N, STEP 1.A, INSTRUCTS SHIPS FORCE TO VISUALLY INSPECT THE CHAIN FOR CRACKS, DISTORTION, WEAR, DETACHABLE LINK PLATE MOVEMENT, AND CHAIN SHOT MARKINGS. IT IS NOT NECESSARY TO TERMINATE THE ANCHORING EVOLUTION AT THE MOMENT ONE OF THESE POTENTIAL FAULTS IS OBSERVED. REASONS FOR IMMEDIATELY TERMINATING OPERATION AND TAKING CORRECTIVE ACTION INCLUDE D-LINK FAULTS SUCH AS MISSING PLUG, PIN BACKING OUT, MISSING HAIRPIN IN OUTBOARD SWIVEL SHOT AND MAJOR DEFORMATION AND/OR CRACKS. COUPLING PLATES THAT RATTLE WITHOUT OTHER MAJOR FAULTS SHALL NOT CAUSE TERMINATION OF OPERATION. ALL OBSERVED FAULTS SHALL BE ANNOTATED IN THE ANCHOR LOG. AFTER THE EVOLUTION IS COMPLETE, AND THE CHAIN IS RESTOWED, EACH ANNOTATED FAULT SHALL BE FURTHER INVESTIGATED AND ADDRESSED UTILIZING CARD 87 6HTX N FOR GUIDANCE AT THE EARLIEST OPPORTUNITY NOT TO EXCEED ANOTHER ANCHORING EVOLUTION OR 30 DAYS WHICHEVER OCCURS FIRST.

3. DETACHABLE LINK PLATE MOVEMENT. IF THE R3 MRC ABOVE SHOWS DETACHABLE LINK PLATE MOVEMENT, PERFORM THE 36M CARD AS AMENDED BELOW.

4. CARD 87 6HTX N, PERIODICITY CODE: 36M. IF ANY DETACHABLE LINK PLATE MOVEMENT IS OBSERVED IN ANY DIRECTION, THE LINK SHALL BE MEASURED FOR ACCEPTABILITY IN ACCORDANCE WITH CARD 87 6HTX N, STEP 1.N. IF THE MEASURED MOVEMENT IS WITHIN 1.5 TIMES THE LIMITATIONS IMPOSED BY STEP 1.N, NO FURTHER ACTION IS REQUIRED.

5. IF THE MEASURED MOVEMENT EXCEEDS 1.5 TIMES THESE LIMITATIONS, SHIPS FORCE SHALL DISASSEMBLE / REASSEMBLE PER STEPS 1.A THRU 1.E AND 1.L OF CARD 87 6HTX N, AND THEN RE MEASURE THE LINK FOR ACCEPTABILITY IN ACCORDANCE WITH STEP 1.N. FOR THE PURPOSE OF THIS ADVISORY THE 1.5 ALLOWANCE IS TO BE CONSIDERED AN IN SERVICE ALLOWANCE AND DOES NOT CURRENTLY APPLY TO THE 36M CHECK WHERE IT IS EXPECTED ALL COUPLING PLATES BE BROUGHT INTO COMPLIANCE.

6. IF AFTER REASSEMBLY THE PLATE MOVEMENT FALLS WITHIN THE LIMITATIONS IMPOSED BY 1.5 TIMES STEP 1.N, SHIPS FORCE SHALL LUBRICATE/PRESERVE IN ACCORDANCE WITH STEPS 1.S AND 1.T OF CARD 87 6HTX N, AND RETURN THE DETACHABLE LINK TO ITS ANCHOR CHAIN. STEP 1.S (3) INSTRUCTS SHIPS FORCE TO APPLY PRESERVATIVE COMPOUND TO THE INTERIOR PART AND MATING SURFACES OF EACH DETACHABLE LINK. PLEASE NOTE THAT THE ONLY PRESERVATIVE COMPOUND APPROVED BY NAVSEA FOR SHIPBOARD APPLICATION IS TERMALENETM GREASE #2, PRODUCT CODE: 7292, MANUFACTURED BY BEL RAY COMPANY, INC, IAW CID A-A-50433, AVAILABLE UNDER NSN 9G 9150 01 306 9167.

7. IF THE RE MEASURED PLATE MOVEMENT STILL EXCEEDS THE LIMITATIONS OF

1.5 TIMES STEP 1.N, SHIPS FORCE SHALL PROMPTLY SUBMIT A MAJOR DFS REQUESTING THE DETACHABLE LINK BE PERMITTED TO REMAIN IN SERVICE. IN RESPONSE TO THIS DFS, SEA 05Z43 WILL HAVE THE LEAD TO EVALUATE THE DETACHABLE LINK TO DETERMINE IF IT MAY BE ALLOWED TO REMAIN IN SERVICE. TO FACILITATE THIS EVALUATION, THE SUBMITTED DFS SHOULD INCLUDE AS MUCH INFORMATION AS PRACTICAL SUCH AS PHOTOGRAPHS OF THE DETACHABLE LINK BUTTONS, COUPLING PLATES, AND OVERALL SURFACE CONDITION. THE DFS SHOULD ALSO INCLUDE MEASUREMENTS OF THE LINK WIDTH, LENGTH, WIRE DIAMETER, TAPERED PIN DIMENSIONS, AND THE DISTANCE BETWEEN ITS BUTTONS.

8. THIS ADVISORY IS CANCELED WHEN THE NEXT FORCE REVISION TO PMS IS RELEASED IN OCTOBER 2010.

9. TECHNICAL WARRANT POC IS RICHARD SALO (NAVSEA 05Z), DSN, COMMERCIAL IS 202 781-4165 EMAIL: RICHARD.SALO@NAVY.MIL 10. NAVSEA 05Z43 TECHNICAL WARRANT HOLDER CONCURS WITH MSG GUIDANCE.

11. REQUEST TYCOMS DISSEMINATE THIS MESSAGE TO ALL SURFACE COMBATANT SHIPS AND ACTIVITIES UNDER THEIR COGNIZANCE FOR ACTION.// BT